



July 17, 2012

Kurt Beckett
Chief of Staff, Port of Seattle
POB 1209
Seattle WA 98111

RE: Proposed Transportation Solutions

Dear Kurt:

We want to propose a partnership between the City of Seattle, King County and the Port of Seattle to address transportation issues in the SODO area. We appreciate the efforts made by the Port in working with Seattle and King County the past few months to address freight mobility and Port competitiveness in the SODO area. Our conversations were very helpful in identifying existing transportation issues as well as discussing the effects of the proposed basketball arena. We believe our discussions at the policy level and the additional in depth meetings of our respective transportation staff have provided all of us with much better insights into solutions that will serve the many constituencies in the Stadium District and SODO area. In that regard we thought it would be helpful to review in writing where we stand in that process and how we can work together to solve these issues.

Innovative Transportation Solutions We Can Do Now

Our respective transportation staffs have done an excellent job compiling a wide range of simple and cost-effective demand management strategies and affordable capital projects that would measurably increase capacity for Port operations, general freight movement, and other users of the transportation system. That list is attached, and it includes innovative approaches to maximize the use of existing infrastructure by managing where traffic goes during specific times of the day to separate other traffic from Port operations such as:

- Giving priority to Port cargo traffic on East Marginal Way and the connecting streets during peak hours to eliminate conflicts with general traffic.
- Improving our Intelligent Transportation Information Systems to provide directions to people coming to the Stadium District and truckers delivering to the Port to avoid congested routes and intersections.

- Expanding the successful “ePark” system now used in Downtown Seattle that directs drivers to available parking and improves traffic flow by reducing the need for drivers to circle the area in search of an available spot.

Major Infrastructure Projects Funded and Underway

We know there are also several major transportation projects that are already funded and under construction that, when finished, will have significant benefits to the Port. These include:

- Widening the Spokane Street Viaduct, due to be finished in September of this year,
- The second phase of the East Marginal overpass that eliminates conflicts between trains and Port traffic,
- The “little H” overpass at Atlantic Street to give Port trucks direct access from Pier 46 to the rail yards.

Our staffs also identified a number of new capital projects that are affordable and have significant benefits for all modes of transportation in the area. They include:

- The Argo Access roadway project.
- Development of a “heavy haul” corridor for Port traffic.
- Terminal 18 access improvements.

This is by no means intended to be a comprehensive transportation solution, but rather a compilation of feasible and immediate transportation improvements that we can make together. These projects are also not intended to be in place of any transportation mitigation that might be required to address specific impacts of a new arena. In addition, we have high hopes that our joint freight study, for which we have secured \$250,000 in regional grant and city funding, will provide a long term freight corridor improvement program to guide more investments in the future.

Proposed Partnership For Transportation Solutions

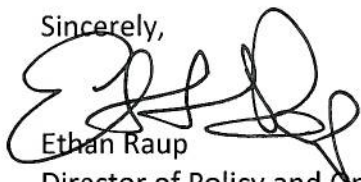
If we continue working together we can finalize a plan that will assign responsibility and identify funding to complete this list of transportation improvements. As we discussed at our last meeting we propose that the City of Seattle, King County and the Port of Seattle develop terms for a Memorandum of Agreement to define transportation improvements that beneficially affect operations of Port facilities in the SODO area north of SW Spokane Street and on Harbor Island.

The purpose of an MOA is to commit all 3 governments to identifiable actions that resolve existing and anticipated issues in order to address the Port's concerns about competitiveness and long term expansion. That MOA should:

1. Prioritize the list of transportation programs and projects that have been identified by the City of Seattle, King County and the Port as being beneficial to Port operations and freight movements in the prescribed area.
2. Establish the jurisdictional responsibility for each program or project and identify available funding or strategies to secure funding.
3. Set a timetable for implementation of the transportation programs and projects.
4. Include the programs and projects in the MOA as part of the SEPA process for the arena.
5. Adopt the MOA by the legislative authority of each jurisdiction. In the case of the City and County, the MOA would be proposed by the Mayor and County Executive respectively, and could be included by reference in the ordinances approving the agreements for a new arena in the stadium overlay area.

We believe this MOA can create a partnership between our jurisdictions that will bring long-term benefits to all constituencies in the Stadium District and the SODO area by addressing existing transportation challenges as well as any impacts of the proposed arena. We hope the Port will accept this proposal as a way to move past the debate on the Arena and toward a commitment to an improved freight transportation system. We look forward to your response and our next meeting to pursue this approach.

Sincerely,



Ethan Raup
Director of Policy and Operations
Office of the Mayor, City of Seattle



Sung Yang
Chief of Staff
Office of King County Executive Dow Constantine

cc: Seattle City Councilmembers
King County Councilmembers
Maud Daudon, Pres. & CEO Seattle Chamber of Commerce
Arena Review Panel

Attachment



SDOT/Port of Seattle

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Identified Freight Transportation Improvement Projects

Improved access between Port Terminals and Rail Yards:

These projects will allow improved connectivity and more efficient flow of goods between the Port Terminals and the two Rail Yards serving Port operations. They will result in fewer conflicts between general purpose traffic and Port related freight movements.

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| • East Marginal Grade Separation Phase II intersection improvements | TBD |
| • Argo Access roadway | \$5M-\$10M |
| • Optimize use of East marginal Way center lane at T-30 | \$100K-300K |
| • East Marginal Way restricted access | \$200K-\$500K |
| • Heavy Haul corridor | TBD |
| • T-18 access improvements | \$1M-\$2M |

Improved Access from regional/local transportation system to Port Terminals:

These projects will improve freight and general purpose circulation to and from Port facilities and the surrounding transportation system. They will also improve circulation between Port, other freight destinations, and the SoDo Industrial area as a whole.

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| • Wayfinding/ITS improvements to distribute traffic to lesser used routes
(e.g., 1 st Ave S, 6 th Ave S, Airport Way S, S Forest St and Spokane St) | \$10M-\$15M |
| • Delridge/Chelan signage improvements | \$100K-\$500K |
| • Truck queue "hot spot" improvements | TBD |
| • 2016-2018 interim access improvements for cruise ships and Clipper | TBD |

Improved operations near Port facilities and in the SoDo area:

These projects will support improved operations near Port facilities by reducing unnecessary truck and general purpose traffic circulation. They will also reduce unnecessary traffic circulation in the greater SoDo area.

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| • E-Park system enhancements | \$200K-\$500K |
| • Bicycle/freight "hot spot" improvements | TBD |
| • Overnight truck parking | TBD |